



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

75 Hawthorne Street
San Francisco, CA 94105-3901

NOV 28 2016

Certified Mail

7016 1370 0000 2235 0759

CERTIFIED MAIL NO.
RETURN RECEIPT REQUESTED

In Reply: ENF-2-1
Refer To: Docket No. R9-16-06

Mr. Christopher Lofgren
President and CEO
Schneider National, Inc.
3101 S. Packerland Dr.
Green Bay, WI 54313

Re: Schneider National, Inc. Finding and Notice of Violation

Dear Mr. Lofgren:

Enclosed for your information is a copy of a Notice of Violation ("NOV") that the United States Environmental Protection Agency ("EPA") Region 9 is issuing to Schneider National, Inc. (Schneider) for violations of the Clean Air Act (the "Act"), specifically the California Air Resources Board's ("ARB") "Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants from In-Use Heavy-Duty Diesel-Fueled Vehicles" (the "Truck and Bus Regulation"). The Truck and Bus Regulation is incorporated into the federally-approved and federally-enforceable State Implementation Plan for the State of California.

You should be aware that sections 113(a)(1), 113(b) and 113(d) of the Act authorize EPA to issue an order requiring compliance with the requirements of the Act, issue an administrative penalty order, or commence a civil action seeking an injunction and/or civil penalty. 42 U.S.C. §§ 7413(a)(1), 7413(b), 7413(d). Further, section 113(c) of the Act provides for criminal penalties in certain cases. 42 U.S.C. § 7413(c).

If you wish to discuss the enclosed NOV, you may request a conference with EPA within ten (10) working days of receipt of this NOV. The conference will afford Schneider an opportunity to present information bearing on the finding of violation, the nature of the violations, and any efforts Schneider may have taken or proposes to take to achieve compliance.

To the extent that there are ongoing violations at Schneider, these violations should be corrected immediately. EPA specifically reserves the right to use any and all enforcement

NOV 8 2 00M

tools at its disposal to address past and/or ongoing violations at Schneider, including, but not limited to, the imposition of civil penalties.

If you have any questions pertaining to this NOV, please contact Rose Galer of the Enforcement Division at (415) 947-4289, or have your attorney contact Dan Reich of the Office of Regional Counsel at (415) 972-3911.

Thank you for your cooperation in this matter.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kathleen H. Johnson", written over a horizontal line.

Kathleen H. Johnson
Director, Enforcement Division

Enclosure

cc w/enc: Todd Sax, California Air Resources Board
Dana P. Palmer, McGuireWoods, LLP

UNITED STATES
ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 HAWTHORNE STREET
SAN FRANCISCO, CALIFORNIA 94105

In the Matter of)	
)	Docket No. R9-16-06
Schneider National, Inc.,)	
Green Bay, Wisconsin)	FINDING AND NOTICE
)	OF VIOLATION
Proceeding Under Section 113(a),)	
<u>Clean Air Act, as Amended</u>)	

This Finding and Notice of Violation (“NOV”) is issued pursuant to section 113(a)(1) of the Clean Air Act, 42 U.S.C. §§ 7401-7671q (“CAA” or the “Act”). This NOV is issued to Schneider National, Inc. (“Schneider”) for violations of the Act. Section 113(a)(1) requires the Administrator of the United States Environmental Protection Agency (“EPA”) to notify any person in violation of a state implementation plan (“SIP”) of the violations. The authority to issue NOV’s has been delegated to the Regional Administrator of EPA, Region 9, and re-delegated to the Director of the Enforcement Division for EPA, Region 9.

STATUTORY AND REGULATORY AUTHORITY

A. Clean Air Act

1. Pursuant to section 107(d) of the Act, 42 U.S.C. § 7407(d), the Administrator promulgated lists of attainment status designations for each air quality control region (“AQCR”) in every state. These lists identify the attainment status of each AQCR for each of the criteria pollutants. The attainment status designations for California AQCRs are listed at 40 C.F.R. § 81.305.
2. There are multiple AQCRs designated as nonattainment for fine particulate matter (PM_{2.5}) and ozone in California, including the South Coast Air Basin and all of the San Joaquin Valley. *See* 40 C.F.R. § 81.305.
3. Section 110(a) of the Act, 42 U.S.C. § 7410(a), requires that all states adopt SIPs that provide for the implementation, maintenance and enforcement of primary and secondary air quality standards.
4. A person’s failure to comply with any approved regulatory provision of a SIP renders the person in violation of an applicable implementation plan and subject to enforcement under section 113(a)(1) of the Act. 42 U.S.C. § 7413(a)(1).

B. Title 13, Section 2025 of California Code of Regulations: Truck and Bus Regulation

5. On December 14, 2011, the California Air Resources Board (“ARB”) adopted “Amendments to the Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants From In-Use Heavy-Duty Diesel-Fueled Vehicles,” codified at title 13, section 2025 of the California Code of Regulations (the “Truck and Bus Regulation”).
6. The Truck and Bus Regulation was incorporated into the California SIP, effective May 4, 2012. See 77 Fed. Reg. 20308 (April 4, 2012).
7. As stated in section 2025(a) of the Truck and Bus Regulation, the purpose of the regulation is “to reduce emissions of diesel particulate matter (PM), oxides of nitrogen (NOx) and other criteria pollutants from in-use diesel-fueled vehicles.”
8. Under section 2025(d)(3) of the Truck and Bus Regulation, “2010 Model Year Emissions Equivalent Engine” means “emissions from:
 - (A) An engine certified to the 2004 through 2006 model year heavy-duty diesel engine emissions standard that is equipped with the highest level VDECS [Verified Diesel Emission Control Strategy] and reduces NOx emissions by at least 85 percent; or
 - (B) An engine that was built to the 2004 engine emission standard and was not used in any manufacturer’s averaging, banking, or trading program that is equipped with the highest level VDECS and reduces NOx exhaust emissions by at least 85 percent; or
 - (C) An engine certified to the 2007 model year heavy-duty diesel engine emissions standard that meets PM BACT and reduces NOx exhaust emissions by more than 70 percent; or
 - (D) An engine certified to the 2010 model year or newer heavy-duty diesel engine emissions standard that meets PM BACT; or
 - (E) A heavy-duty engine certified to 0.2 g/bhp-hr [grams per brake horsepower-hour] or less NOx emissions level and 0.01 g/bhp-hr or less PM emissions level; or
 - (F) An off-road engine certified to the Tier 4 Final engine emissions standard.”
9. Under section 2025(d)(17) of the Truck and Bus Regulation, “Diesel Particulate Filter” (DPF) means “an emission control technology that reduces diesel particulate matter emissions by directing the exhaust through a filter that physically captures particulates but permits gases to flow through....”
10. Under section 2025(d)(18) of the Truck and Bus Regulation, “Diesel Particulate Matter (PM)” means “the particles found in the exhaust of diesel fueled compression ignition engines. . . .”
11. Under section 2025(d)(28) of the Truck and Bus Regulation, “Fleet” means “one or more vehicles, owned by a person, business, or government agency, traveling in California and subject to this regulation...”

12. Under section 2025(d)(29) of the Truck and Bus Regulation, "Fleet Owner" means, for vehicles that are owned by the federal government and not registered in any state or local jurisdiction, "the department, agency, branch, or other entity of the United States . . . to which the vehicles in the fleet are assigned or which have responsibility for maintenance of the vehicles."
13. Under section 2025(d)(42) of the Truck and Bus Regulation, "Motor Carrier" is the same as defined in California Veh. Code section 408 "for fleets other than those that are comprised entirely of school buses, which for the purposes of this regulation, means the registered owner, lessee, licensee, school district superintendent, or bailee of any school bus, who operates or directs the operation of any such bus on either a for-hire or not-for-hire basis."
14. Under section 2025(d)(47) of the Truck and Bus Regulation, "Person" means "an individual, corporation, business trust, estate, trust, partnership, Limited Liability Company, association, joint venture, government, governmental subdivision, agency, or instrumentality, public corporation, or any other legal or commercial entity."
15. Under section 2025(d)(48) of the Truck and Bus Regulation, "PM BACT" (Best Available Control Technology) means "the technology employed on the highest level VDECS for PM or an engine that is equipped with an original equipment manufacturer (OEM) diesel particulate filter and certified to meet the 0.01 g/bhp-hr certification standard."
16. Under section 2025(d)(60) of the Truck and Bus Regulation, "Verified Diesel Emission Control Strategy (VDECS)" means "an emissions control strategy, designed primarily for the reduction of diesel PM emissions, which has been verified pursuant to the Verification Procedures. VDECS can be verified to achieve Level 1 diesel PM reductions (25 percent), Level 2 diesel PM reductions (50 percent), or Level 3 diesel PM reductions (85 percent). VDECS may also be verified to achieve NOx [oxides of nitrogen] reductions. . . ."
17. Under section 2025(d)(35) of the Truck and Bus Regulation, "Highest Level VDECS" means the highest level VDECS verified by ARB under its Verification Procedure, Warranty and In-Use Compliance Requirements for In-Use Strategies to Control Emissions from Diesel Engines (Verification Procedure), title 13, CCR, sections 2700-2710, for a specific engine as of 10 months prior to the compliance date, which the diesel emission control strategy manufacturer and authorized diesel emission-control strategy dealer agree can be used on a specific engine and vehicle combination without jeopardizing the original engine warranty in effect at the time of application.

(A)The highest level VDECS is determined solely on verified diesel PM reductions. Plus designations do not affect the diesel PM level assigned to a VDECS; that is a Level 3 Plus is the same diesel PM level as Level 3.

(B)A Level 2 VDECS shall not be considered the highest level VDECS as long as a Level 3 VDECS can be retrofitted on a vehicle in the fleet.

(C)Level 1 devices are never considered highest level VDECS for the purpose of this regulation."

18. The Truck and Bus Regulation applies to diesel-fueled trucks and buses that are privately or federally owned, and to publicly and privately owned school buses, that have a manufacturer's gross vehicle weight rating ("GVWR") greater than 14,000 pounds. The Truck and Bus Regulation requires, in part, Fleet Owners to upgrade their vehicles to meet specific performance standards for NOx and PM.
19. Section 2025(g) of the Truck and Bus Regulation requires Fleet Owners to comply with the following engine model year compliance schedule to meet PM BACT and upgrade to a 2010 Model Year Emissions Equivalent Engine for all vehicles in the fleet with a GVWR greater than 26,000 pounds:
 - a. By January 1, 2012, all subject vehicles with an engine model year of 1996 through 1999 must be equipped with a DPF.
 - b. By January 1, 2013, all subject vehicles with an engine model year of 2000 through 2004 must be equipped with a DPF.
 - c. By January 1, 2014, all subject vehicles with an engine model year of 2005 and 2006 must be equipped with a DPF.
 - d. By January 1, 2014, all subject vehicles with an engine model year of 2007 or newer must be equipped with a DPF if not OEM equipped.
 - e. By January 1, 2015, all subject vehicles with an engine model year of 1993 or older must be equipped with a 2010 Model Year Emissions Equivalent Engine.
 - f. By January 1, 2016, all subject vehicles with an engine model year of 1994 and 1995 must be equipped with a 2010 Model Year Emissions Equivalent Engine.

This schedule includes further compliance dates through January 1, 2023; however, only compliance dates within the scope of this NOV are noted above. The schedule applies to all vehicles that were not reported to ARB under an alternative compliance option and are not otherwise exempt under the Truck and Bus Regulation.

20. Section 2025(s)(4) of the Truck and Bus Regulation provides that motor carriers or brokers must maintain bills of lading and other documentation identifying the motor carrier or broker who hired or dispatched the vehicle and the vehicle dispatched.
21. Section 2025(x)(2) of the Truck and Bus Regulation provides that "[a]ny in-state or out-of-state motor carrier, California broker, or any California resident who operates or directs the operation of any vehicle subject to this regulation shall verify that each hired or dispatched vehicle is in compliance with the regulation and comply with the record keeping requirements of Section 2025(s)(4)."
22. Section 2025(x)(3) of the Truck and Bus Regulation provides that "[c]ompliance may be accomplished by keeping at the business location, a copy of the Certificate of Reported Compliance with the In-Use On-Road Diesel Vehicle Regulation for each fleet, or in the vehicle."

FINDINGS OF FACT

23. Schneider is a for hire trucking firm that owns and/or operates diesel-fueled vehicles registered to be driven on public highways in California, among other states.
24. On January 15, 2016, EPA, Region IX, issued an information request (the "Information Request") to Schneider pursuant to section 114 of the Act, 42 U.S.C. § 7414. The primary purpose of the Information Request was to determine Schneider's compliance with the Truck and Bus Regulation. The Information Request asked Schneider to provide information regarding diesel-fueled vehicles owned, hired, or leased by Schneider that have been operated in California since May 4, 2012.
25. Schneider submitted responses to EPA's Information Requests on March 4, May 4, and July 7, 2016 (collectively, "The Responses").
26. The Responses identify 140 diesel-fueled vehicles with an engine model year of 2000-2004 and a GVWR greater than 26,000 pounds that Schneider operated in California after January 1, 2013 without a DPF (that meets PM BACT). These vehicles are listed in Appendix A of this NOV.
27. The Responses identify 10 diesel-fueled vehicles with an engine model year of 2005-2006 and a GVWR greater than 26,000 pounds that Schneider operated in California after January 1, 2014 without a DPF (that meets PM BACT). These vehicles are listed in Appendix B of this NOV.
28. The Response indicates that Schneider hired numerous motor carriers between May 4, 2012 and January 15, 2015 but failed to verify the compliance of these companies with the Truck and Bus Regulation.

FINDINGS OF VIOLATION

29. Schneider is a "Person" as that term is defined under section 2025(d)(47) of the Truck and Bus Regulation.
30. Schneider has a "Fleet" of vehicles as that term is defined under section 2025(d)(28) of the Truck and Bus Regulation. Schneider is a "Fleet Owner" as that term is defined under section 2025(d)(29) of the Truck and Bus Regulation, and is a "Motor Carrier" as that term is defined under section 2025(d)(42) of the Truck and Bus Regulation.
31. Schneider did not report to ARB the use of alternative compliance options under the Truck and Bus Regulation and is thus subject to the requirements of the engine model year compliance schedule set forth in section 2025(g) of the Truck and Bus Regulation.
32. Schneider violated section 2025(g) of the Truck and Bus Regulation by failing to timely install DPFs (that meet PM BACT) on 140 diesel-fueled vehicles with an engine model year

of 2000-2004 and a GVWR greater than 26,000 pounds that Schneider operated in California after January 1, 2013.

33. Schneider violated section 2025(g) of the Truck and Bus Regulation by failing to timely install DPFs (that meet PM BACT) on at least 10 diesel-fueled vehicles with an engine model year of 2005-2006 and a GVWR greater than 26,000 pounds that Schneider operated in California after January 1, 2014.
34. Schneider violated section 2025(x)(2) of the Truck and Bus Regulation by failing to verify that each of the motor carriers (and specific vehicles) it hired between May 4, 2012 and January 15, 2016 was in compliance with the Truck and Bus Regulation.

NOTICE OF VIOLATION

Notice is given to Schneider that the Administrator of the EPA, by authority duly delegated to the undersigned, finds that Schneider violated section 110 of the Act and Sections 2025(g) and 2025(x)(2) of the Truck and Bus Regulation in the California State Implementation Plan, as set forth in the Finding and Notice of Violation.

ENFORCEMENT

Section 113(a)(1) of the Act provides that, at any time following 30 days after EPA issues a notice of violation of a requirement or prohibition of an applicable implementation plan or permit, EPA may:

- issue an order requiring compliance with the requirement or prohibition;
- issue an administrative penalty order pursuant to section 113(d) of the Act for civil administrative penalties of not more than \$37,500 per day for each violation occurring on or before November 2, 2015, and not more than \$44,539 per day for each violation occurring after November 2, 2015; or
- bring a civil action pursuant to section 113(b) of the Act for injunctive relief and/or civil penalties of not more than \$37,500 per day for each violation occurring on or before November 2, 2015, and not more than \$93,750 per day for each violation occurring after November 2, 2015.

42 U.S.C. § 7413(a)(1); 40 C.F.R. Part 19.

Furthermore, if a person knowingly violates any requirements of an applicable implementation plan more than 30 days after the date of issuance of this NOV, section 113(c) of the Act provides for criminal penalties or imprisonment, or both. 42 U.S.C. § 7413(c). Under section 306(a) of the Act (42 U.S.C. § 7606(a)), the regulations promulgated thereunder (2 C.F.R. Part 1532), and Executive Order 11738, persons convicted of an offense under section 113(c) of the Act are disqualified from receiving federal contracts, grants, and loans.

PENALTY ASSESSMENT CRITERIA

Section 113(e)(1) of the Act states that, in determining the amount of any penalty to be assessed, the Administrator shall take into consideration (in addition to such other factors as justice may require) the size of the violator, the economic impact of the penalty on the violator, the violator's full compliance history and good faith efforts to comply, the duration of the violation as established by any creditable evidence (including evidence other than the applicable test method), payment by the violator of penalties previously assessed for the same violation, the cost savings of noncompliance, and the seriousness of the violation.


Section 113(e)(2) of the Act allows the Administrator to assess a penalty for each day of violation. For the purposes of determining the number of days of violation, where EPA makes a prima facie showing that the conduct or events giving rise to this violation are likely to have continued or recurred past the date of this NOV, the days of violation shall be presumed to include the date of this NOV and each and every day thereafter until the violator establishes that continuous compliance has been achieved, except to the extent that the violator can prove by a preponderance of the evidence that there were intervening days during which no violation occurred or that the violation was not continuing in nature.

OPPORTUNITY FOR CONFERENCE

Schneider may, upon request, confer with EPA. The conference will enable Schneider to present evidence bearing on the finding of violation, on the nature of the violations, and on any efforts it may have taken or proposes to take to achieve compliance. Schneider has the right to be represented by counsel. A request for a conference with EPA must be made within ten (10) working days of receipt of this NOV, and the request for a conference or other inquiries concerning the NOV should be made in writing to:

Dan Reich
Office of Regional Counsel (ORC-3)
U.S. Environmental Protection Agency
75 Hawthorne Street
San Francisco, California 94105
(415) 972-3911

DATED: 11-17-16


Kathleen H. Johnson
Director, Enforcement Division

APPENDIX A

Schneider diesel-fueled vehicles with engine model year of 2000-2004 that failed to comply with section 2025(g) of the Truck and Bus Regulation, listed by Vehicle Identification Numbers as provided by Schneider:

1	1FVXA7CG0BLBB2542
2	1FUJBBCG35LN99817
3	1FUJBBCG95LN35619
4	1FUJBBCG85LN61113
5	1FUJBBCG75LN35618
6	1FUJBBCG75LN99822
7	1FUJBBCG35LN35616
8	1FUJBBCG55LN35620
9	1FVXA7CG7CLBD9450
10	1FVXA7CG6CDBH4538
11	1FVXA7CG6CDBL5405
12	1FVXA7CG5CDBF9450
13	1FVXA7CG1CLBD9458
14	1FVXA7CG6CDBL5419
15	1FVXA7CG4CDBP6180
16	1FVXA7CGXCLBD9538
17	1FVXA7CG0CDBH4549
18	1FUJBBCG75LN35621
19	1FVXA7CG9CDBL5432
20	1FVXA7CG7CDBP7162
21	1FVXA7CGXCDBH4543
22	1FVXA7CG8CDBJ6211
23	1FVXA7CG3CLBD9459
24	1FVXA7009DDBX5860
25	1FVXA7CG7CDBF9448
26	1FVXA7CGXCDBF9413
27	1FVXA7005DDFD2690
28	1FVXA7CGXCDBF9380
29	1FVXA7CGXCDBR1735
30	1FVXA7CG5CDBP7175
31	1FVXA7CG5CDBJ6196
32	1FVXA7CG4CLBD9552
33	1FVXA7CG4CDBN9024
34	1FVXA7CG8BLBA2390
35	1FVXA7CG6CDBH4541
36	1FVXA7CG8CDBH4539
37	1FVXA7CG9CDBJ6203

38	1FVXA7CGXCDBP7222
39	1FVXA7CG5CDBF9397
40	1FUJBBCG05LN96812
41	1FVXA7CG0BLBB2637
42	1FVXA7CG4CLBD9454
43	1FVXA7CG9CDBN9018
44	1FVXA7CG9CDBH4548
45	1FVXA7CG2CDBT2176
46	1FVXA7CG0CDBR1744
47	1FVXA7CG8BLBB2613
48	1FUJBBCG85LN65887
49	1FVXA7CG0CDBP6208
50	1FVXA7CG2CDBJ5555
51	1FVXA7CG4CDBF9438
52	1FVXA7CGXBLBB2595
53	1FVXA7CG2CLBD9453
54	1FVXA7CG8CDBF9409
55	1FVXA7CG5BLBA2377
56	1FVXA7CG2CDBL5434
57	1FVXA7CG8CDBF9443
58	1FVXA7CG3BLBB2602
59	1FVXA7CGXCDBL5682
60	1FVXA7CG8CDBF9393
61	1FVXA7CG1CDBF9445
62	3ALXA7004DDFE0813
63	1FVXA7CG0CDBJ6199
64	1FVXA7CGXCDBP7205
65	1FVXA7CG9CDBP6210
66	1FVXA7CG8CDBP6196
67	1FVXA7CG6CDBN9008
68	1FVXA7CG8CLBD9554
69	1FVXA7CG9CDBJ6198
70	1FVXA7CG0CDBR1730
71	1FVXA7CG2CLBD9548
72	1FVXA7CG9CLBD9515
73	1FVXA7CG0CDBJ6185
74	1FVXA7CG3CDBR1723

75	1FVXA7CG1CDBJ6180
76	1FVXA7CG1BLBB2601
77	1FVXA7CG5CDBT2172
78	1FVXA7CGXDDDBX5844
79	1FVXA7CG5CDBF9416
80	1FVXA7CG6CDBP6200
81	1FVXA7CG8CDBJ6192
82	1FVXA7CG3CDBF9446
83	1FVXA7CG2CDBN9023
84	1FVXA7CG7BLBA2459
85	1FVXA7CGXCDBJ6212
86	1FVXA7000DDBX5858
87	1FVXA7002DDBX5862
88	1FVXA7CG4CDBT2177
89	1FVXA7CG5CDBN9016
90	1FVXA7CG9CDBN9021
91	1FVXA7CG3CDBP6204
92	1FVXA7CG8CDBN9026
93	1FVXA7CG8CDBF9412
94	1FVXA7CG5CDBJ6182
95	1FVXA7CGXBLBB2550
96	1FVXA7CG7CDBT2173
97	1FVXA7CG2CDBL5448
98	1FVXA7CGXCDBT2166
99	1FVXA7CG7BLBB2585
100	1FVXA7CG1DDBX5845
101	1FVXA7CG3CDBN9029
102	1FVXA7CG7BLBA2381
103	1FVXA7CG0CDBR1727
104	1FVXA7CGXCDBF9461
105	1FVXA7CG1BLBB2582
106	1FVXA7CG7CDBS0315
107	1FVXA7CG9CLBD9529

108	1FVXA7CGXCDBN9044
109	1FVXA7CG2CDBL5451
110	1FVXA7CG1BLBB2615
111	1FVXA7CG9CDBF9404
112	1FVXA7CG4BLBB2592
113	1FVXA7CG1CDBN9028
114	1FVXA7CG9CDBP6207
115	1FVXA7CG9CDBJ6430
116	1FVXA7CG0BLBB2640
117	3ALXA7CG3EDFX5633
118	1FVXA7CG1BLBB2629
119	1FVXA7CG8CDBP6201
120	1FVXA7CG2CDBP6209
121	1FVXA7CG3CDBF9382
122	1FVXA7CGXCDBP6197
123	1FVXA7CG8CDBP7221
124	1FVXA7CG1BLAZ7456
125	1FVXA7CG5BLBA2380
126	1FVXA7CG7BLBA2378
127	1FVXA7CG0CDBF9453
128	1FVXA7CG0CDBJ6171
129	1FVXA7CG6CDBP6178
130	1FVXA7CG2BLBB2638
131	1FVXA7CG4CDBN9041
132	1FVXA7CG8CDBL5423
133	1FVXA7CG6CDBF9411
134	1FVXA7CGXCDBL5410
135	1FVXA7CG1CDBN9045
136	1FVXA7CG5CDBP7225
137	1FVXA7CG1CDBJ6213
138	1FVXA7CG0CDBL5402
139	1FVXA7CG1CDBF9431
140	1FVXA7CG6CDBR1750

APPENDIX B

Schneider diesel-fueled vehicles with engine model year of 2005-2006 that failed to comply with section 2025(g) of the Truck and Bus Regulation, listed by Vehicle Identification Numbers as provided by Schneider:

1	1FUJBBCG77LW34409
2	1FUJBBCG95LU38209
3	1FUJBBCG37LW34410
4	1FUJBBCG57LW34070
5	1FUJBBCGX7LW33822
6	1FUJBBCG36LU71191
7	1FUJBBCG07LW33358
8	1FUJBBCG17LW34406
9	1FUJBBCG35LU38111
10	1FUJBBCG67LW33932